

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D.C.

Civil Air Regulations Amendment 3-5
Effective: April 30, 1951
Adopted: April 30, 1951

STALLING REQUIREMENTS — PART 3

Section 3.120 (e) of the current Civil Air Regulations contains stalling requirements which are stated in more objective language than the previous stalling requirements. Certain specific values of the prior regulation were not retained in the current regulation, particularly those relating to the allowable roll of an airplane subsequent to the stall. Experience has shown that the current language is not susceptible to uniform interpretation and that the tests presently applied in implementing the regulation are more strict than was intended. This amendment is, therefore, in the interest of clarity, intended to revert to the language of the prior regulation and to its application.

Since this regulation clarifies existing requirements and imposes no burden on anyone, notice and public procedure hereon are impracticable and contrary to the public interest, and the Board finds that good cause exists for making this regulation effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 3 (14 CFR, Part 3, as amended) effective April 30, 1951:

By amending paragraph (e) of § 3.120 to read as follows:

3.120 Stalling demonstration. * * *

(e) During the recovery portion of the maneuver, pitch shall not exceed 30° ; below level, there shall be no loss of altitude in excess of 100 feet, and not more than 15° roll or yaw shall occur when controls are not used for one second after pitch starts and are used thereafter only in a normal manner.

[Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425(a). Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009; 49 U.S.C. 551, 553.]

By the Civil Aeronautics Board:

/s/ M.C. Mulligan
M.C. Mulligan
Secretary
(SEAL)

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